

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:52 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 390 Const Calendar Day: 108 Date: 20-Sep-2012 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 08:00 AM 06:30 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Phase 1 Load Transfer**

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Phase-1 load transfer (LT) step 4a-Add was completed
- Phase-1 LT step 4b-Add was completed
- Phase-1 LT step 4a-Adj was completed
- Phase-1 LT step 4b-Adj was completed
- Phase-1 LT step 4c-Adj was completed
- Phase-1 LT step 4d-Adj was started
- Re-tensioning of cable band (CB) bolts
- Installation the next shim for the jacking saddle was done

Today I was inspecting the LT suspender jacking operation on the South cable. Also, I helped with some extensometer measurements of CB bolts. See the diaries of Laraine Woo, Sami Daouk, P. Jalali, & F. Carpio for additional details for the South cable suspender jacking as they were also inspecting this work. See the diary of others for information on the North cable suspender jacking, CB bolt tensioning, & work at the jacking saddle.

- I arrived at the pier 7 office at 08:00
- From 08:00 until 08:30, I attended the project safety meeting at the pier 7 office.
- At 08:45, I arrived on the bridge. At this time, jacking on the LT step 4a-Adj suspenders on the South cable was ongoing.
- Throughout the entire shift, 3 crews were jacking on the suspenders on the South cable.
- From 08:45 until 10:00, I helped Matt Bruce & John Lyons take some extensometer measurements on CB bolts. We measured the CB at 34S prior to re-tensioning, the CB at PP40S prior to re-tensioning, & the CB at PP34S after re-tensioning.
- From 10:00 until 12:00, I helped with inspection of the suspender jacking, mostly taking remaining jacking length (RJL) measurements while others watched the jack pressures.
- At 10:45, jacking on the LT step 4a-Adj suspenders on the South cable was completed.
- From 10:45 until 11:30, they were jacking on the suspender at PP106S. This was the catch-up procedure that included jacking from step 4a-Add, through step 4b-Add, & to step 4a-Adj. This catch-up procedure was needed because there was no jacking at PP106S during steps 4a-Add & steps 4b-Add due to a minor correction to the LT plan reference mark numbers.
- From 11:30 until 13:40, jacking on the LT step 4b-Adj suspenders on the South cable was ongoing.
- From 12:00 until 12:30, I ate lunch.
- From 12:30 until 13:30, I helped Matt Bruce & John Lyons take some extensometer measurements on CB bolts. We measured the CB at PP40S after re-tensioning.



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Wright, Doug

Diary #: 390

Date: 20-Sep-2012 Thursday

- From 13:30 until the end of the shift, I inspected the suspender jacking on the South cable, including monitoring jack pressures & measuring RJLs.
- From 13:40 until 15:50, jacking on the LT step 4c-Adj suspenders on the South cable was ongoing. - Note: they did not jack on the side-span suspenders at this step since all of the jacking displacements were very small.
- From 15:55 until the end of the shift, jacking on the LT step 4d-Adj suspenders on the South cable was ongoing. They completed the jacking at PPs 50S, 52S, 54S, 58S, 62S, 66S, 70S, 74S, 78S, 82S, & 86S. They plan to complete this step tomorrow.
- At 17:05, the crews wrapped up their tools to end the shift.
- From 17:05 until 17:30, I measured several more RJLs that we did not get time to measure during the shift.
- Note: Each time the crews were jacking on any suspenders, we observed the pressure gauge to ensure that they stayed within the do-not-exceed (DNE) pressure. The maximum suspender jacking pressure observed today was 7900 psi (at PP98S), which was well within the DNE of 9069 psi.
- Note: After the suspender jacking, we measured all of the remaining jacking lengths (RJLs) to make sure they were in accordance with the LT plan submittal. Each of the RJL measurements was close to the theoretical numbers in the LT plan submittal.
- At 17:30, I left the bridge.
- From 17:45 until 18:15, I compiled the jacking pressure data & the RJL measurement data that was collected today on the South cable. This data left in the drop box to be input into the master spreadsheet by office personnel.
- From 18:15 until 18:30, I wrote my diary for the day & checked email.
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04-0120F4

Bid Item: 067

C-SUS-BGS.067

Attach BG Lifts to Suspenders

AMERICAN BRIDGE/FLUOR, A JV

